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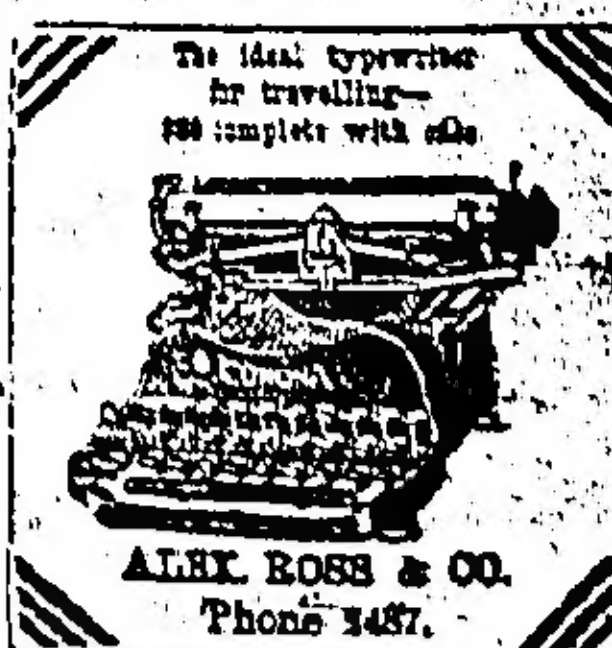
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HONGKONG, TUESDAY, SEPTEMBER 9, 1919.

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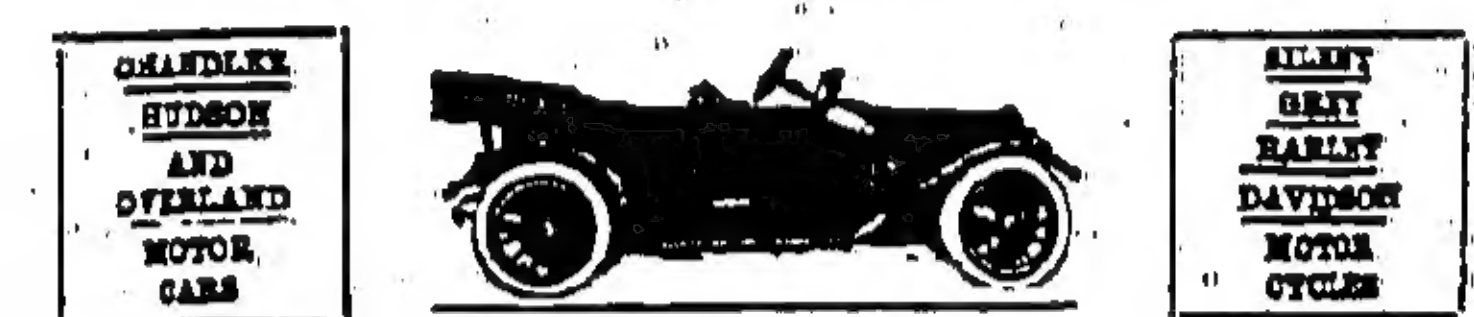
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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

GERMAN APOLOGY.

100,000 INSUBORDINATE
SOLDIERS.

LONDON, Sept. 7.
Berlin's note to the Entente regrets that the evacuation of the Baltic regions was stopped owing to insubordination among the German troops in Courland. It states that von der Goltz was sent to Mitau solely to persuade the troops to be reasonable.

STOCKHOLM, Sept. 7.
Helsingfors reports that German troops at Mitau, numbering forty thousand, have decided to form a republic independent of Germany. It is believed that sixty thousand troops on the East Prussian frontier will join them.

ANOTHER BRITISH DESTROYER LOST.

HELSINGFORS, Sept. 7.
The British destroyer S19 struck a Russian mine near Heikskar. It is feared that twenty were drowned.

LONDON, Sept. 7.
The Admiralty in reporting the loss of the destroyer in the Baltic says it was the "Verulam" and not the S19 that was sunk by a mine. Sixteen of the officers and crew are missing.

THE MARNE CELEBRATIONS.

MEANX, Sept. 7.
The anniversary of the battle of the Marne was celebrated by solemn services and procession at the exact spot where the German tide of invasion was stemmed. A representative of President Poincaré made a speech paying tribute to the splendid doggedness of the British who by attacking paralysed a German manoeuvre intended to overwhelm the French.

TRAIN SMASH IN INDIA.

SIMLA, Sept. 7.
A train was derailed by a landslide near Rawalpindi. Four Europeans were killed and 14 injured. Three Indians were killed and 40 injured. All the injured are now in hospital.

BRITISH GUIANA WANTS LABOUR.

LONDON, Sept. 8.
It is understood that a section of the British Guiana colonization deputation will proceed to India in the autumn to discuss the possibility of a resumption of emigration on a free basis to British Guiana.

GERMANY.

BERLIN, Sept. 7.
Herr Noske has suspended the Deutsche Zeitung on account of an article saying the government had betrayed the troops.

RUSSIA.

RECRUITING DEFEATED BOLSHEVICS.

ODESSA, NO DATE.
The capture of Tamboff at a cost of only twenty casualties, was achieved by Kamontoff, the famous Cossack leader and master of fox-hounds. It threatens to cut off of the Cossack and Volunteer armies, which have reached Valink. The Bolshevik concentration against Denikin is now being driven back from Wrangel along the Volga. Kamontoff is organizing a division of the ex-Bolsheviks captured at Tamboff.

RUMANIA.

PARIS, Sept. 7.
It is understood that the Rumanian delegation is prepared to sign the Austrian treaty subject to certain reservations.

OUTRAGE IN IRELAND.

LONDON, Sept. 8.
Seventeen men of the Shropshires in charge of a corporal were going to church at Fermoy yesterday morning. They carried rifles but no ammunition. They were attacked near the church by a dozen men jumping from motor-cars and using revolvers and clubs. The first volley killed one soldier and wounded three others, one dangerously. The other soldiers were badly injured by the hindquarters of the assailants, who drove off towards Waterford. Police and military in armoured cars and motor-cars have scoured the country all day but with what result is at present unknown.

(Continued on Page 1.)

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

EVACUATING RUSSIA.

REPORTED FIGHTING ONLY DEFENSIVE.

LONDON, September 7th.
Referring to the allegations published that the public have been misled as regards the British policy in North Russia, and that offensive not defensive operations are being carried on, a high official in the War Office, interviewed by Reuter, said that there had never been the slightest intention of deviating a hair's breadth from the policy of evacuation, which was proceeding satisfactorily with the help of the relief force. The sole advance was General Sadiel's advance of ten miles which was a purely local affair, and strictly in accordance with sound principles of defence.

The official added that it would be found when the ports were closed by ice, that all the British troops had left.

A telegram from Moscow shows that the troops under General Kamontoff, who pierced the Red front in the direction of Tamboff, are still operating, in spite of the statement that troops had been sent to liquidate this movement.

They are destroying the railway and telegraphs, the Red Army food and military stores, and also the Soviet premises.

LONDON, September 8th.
A telegram from Omsk states that the Russian troops, in operations on the Turkestan Railway, captured six complete trains, with 5,000 railway cars. Goods traffic has been re-established along the entire length of the railway.

FEMALE SUFFRAGE IN ITALY.

MALE VOTERS OUTNUMBERED.

ROME, September 7th.
In the Chamber, the Premier announced that 11,000,000 women will have votes under the new law, outnumbering the males.

FRENCH MONUMENT TO U.S. ARMY.

LEVERDON (GIRONDE), Sept. 7th.
President Poincaré laid, today, the first stone of a granite monument, which will be 200 feet high, at the mouth of the Gironde, commemorating American intervention. Eloquent speeches were made by the American Ambassador and President Poincaré.

WAGE WAR IN FRANCE.

PARIS, September 7th.
A "folded arms" strike of musicians at two music halls on Friday led the managers, on Saturday, to declare a lock-out at all concerts, music halls, and cinemas.

The question of a lock-out at the theatres has been postponed until September 15th, but three theatres closed last evening.

The Executive of the workers has announced their intention of organizing free performances in the open-air, with the co-operation of leading artists and orchestras, in order that Parisians may not be deprived of their amusements.

MARSEILLES, September 7th.
Three thousand dockers have resumed work, but 9,000 are still out.

THE MARNE CELEBRATION.

NEW YORK, September 8th.
On the occasion of the fifth anniversary of the first battle of the Marne, the Prince of Wales telegraphed to the President of the United States, asking him to associate himself with your celebration. The British Empire will never forget its debt to France for the immortal victory on the Marne.

Greetings were also received from Sir Douglas Haig, Sir David Beatty, Mr. A. J. Balfour and others.

BELGIUM PUNISHES A TRAITOR.

BRUSSELS, Sept. 7.
The Court of Assizes has condemned to death Borms, the National Defense Delegate to the Council of Flanders, established by the Germans during their occupation as part of the machinery for splitting Belgium in two.

SIR EDMUND ALLENBY'S VISIT.

CAIRO, Sept. 4.
Sir Edmund Allenby has started for England.

HOME CRICKET.

VICTORY FOR THE PLAYERS.

LONDON, Sept. 6.
The Players beat the Gentlemen by an innings and 110 at Scarborough.

OUR PRINCE'S TRAVELS.

LONDON, September 7th.
The National News has been informed that nothing is known at the Colonial Office of the Royal entourage leaving on the Australian report that the Prince of Wales is visiting Australia next spring.

On the contrary, it is considered very unlikely, as there is good reason to believe he will see to India before proceeding to Australia.

It is anticipated that His Majesty will shortly direct the issue of an official statement on the subject.

AMERICAN MOTORS WIN.

NEW YORK, September 8th.
The actors' strike, which resulted in the closing of 200 theatres here and elsewhere since August 24th, has ended with an agreement which is claimed to be a complete victory for the Actors' Equity Association.

The theatres are reopening.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

MEMOIRS OF TIRPITZ.

THINKS HE COULD HAVE WON WAR IF HE HAD HAD HIS WAY.

LONDON, September 7th.
Extracts from the memoirs of Admiral von Tirpitz have been published in the Sunday Times.

He declares that he alone in Germany realised Britain's desire to crush Germany, and, but for the interference of German politicians, would have concentrated all Germany's energies against Britain.

He maintains that unrestricted submarine warfare should have been prosecuted ruthlessly to the end, as the only weapon to save Germany from defeat.

He declares that the prestige of the British Navy robbed Germany's leaders of their courage at the beginning of the war, when the German Navy had a prospect of victory. He laments that he was denied the opportunity of accompanying the Fleet to the Battle of Jutland, which, if fought to a finish, would have put a different face on the history of the world.

Discussing the blunders of German diplomacy, Admiral von Tirpitz declares that the despatch of the Panther to Agadir, for which the Kaiser's Fleet was chiefly responsible, was a grave blunder which inflicted a severe blow upon German prestige. To counteract this, von Tirpitz insisted on the introduction of a Naval Supplementary Bill, the announcement of which, in the Kaiser's speech of February 7th, 1912, led to Lord Haldane's visit to Berlin.

Von Tirpitz lengthily expatiates on Lord Haldane's cleverness as a negotiator, dazzling with the prospect of a great African Empire, while "merely" claiming the Cape to Cairo Railway as England's share. That meant Africa for England.

Von Tirpitz says that Lord Haldane, without equivocal, pocketed Dr. von Bethmann-Hollweg's surrender of the original Supplementary Bill, and constantly evaded the vital point of an Agreement which was to secure England's neutrality in the event of war.

The writer reproaches the German Staff with under-estimating the British Army, even as late as the autumn of 1914, and says he was constantly thwarted in his design of concentrating his energies on the evasive of British communications by risking the High Seas Fleet in battle, in order to seize the Channel Ports.

He says that von Bethmann-Hollweg, infatuated with the idea of effecting an understanding with Britain, once remarked that the war against England was "only a passing thunderstorm." He therefore wished to handle England gently, even in the actual war operations.

Von Tirpitz laments the lost opportunity, not merely of holding up the British in the Channel with artillery posted on Cape Grisnez, but also of subjecting London to a concentrated bombardment from Cape Grisnez, which would have been far more effective than the bombardment of Paris in 1918.

He says that von Bethmann-Hollweg refused to risk the Fleet in battle because he listened to Herr Ballin, who held that the Fleet should be preserved intact until the conclusion of peace.

LORD CHARLES BEREAFORD DEAD.

LONDON, September 7th.
The death occurred today, suddenly, following an attack of apoplexy, of Admiral Lord Charles Beraford.

Admiral Charles William de la Poer Beraford, G.C.B., G.C.V.O., was born in 1836, and entered the Navy in 1852. He was promoted to the rank of Captain in 1875, and to that of Rear-Admiral in 1897. He was Naval A.D.C. to the Prince of Wales on his visit to India in 1875-76, and to H.M. Queen Victoria in 1896-97. He commanded the Concorde in the bombardment of Alexandria in 1882, when he gained a medal with a clasp, a bronze star, and the Third Class Order of Medjidieh. He landed at Alexandria after the bombardment and instituted a regular Police system. He served on Lord Wolseley's staff in the Nile Expedition in 1884-85, and subsequently commanded a naval brigade in the battles of Abou Heliou and Metemneh, in charge of the expedition which rescued Sir Charles Wilson. His gallantry in this expedition brought him into public notice, and references to him were made in the House of Parliament in the vote of thanks for operations in the Sudan. He was a Lord Commissioner of the Admiralty in 1894, resigning two years later on a question of the strength of the fleet. While he was captain of the Undaunted he rendered assistance on the occasion of the grounding of the Seignelay for which he received the thanks of the French Government. At the request of the Associated Chambers of Commerce in Great Britain, he visited China on a special mission in 1896-97. In 1903-5 he commanded the Channel Squadron of the Mediterranean Fleet in 1905-7, and the Channel Fleet in 1911, in which year he retired. An ardent politician, he has served several terms in Parliament, his last period being from 1910 to 1916 as Unionist member for Portsmouth. He wrote several books, notably "Nelson and his times" and "The Break-up of China." He was created a baronet in 1916.

GERMAN AUSTRIA.

COPENHAGEN, September 7th.
A telegram from Vienna states that the National Assembly unanimously passed a resolution protesting against the violation of the peace terms, of German Austria's right of self-determination, and by 50 votes to 23, charged Dr. Bauer to sign the Treaty.

BUSINESS NOTICES

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AND
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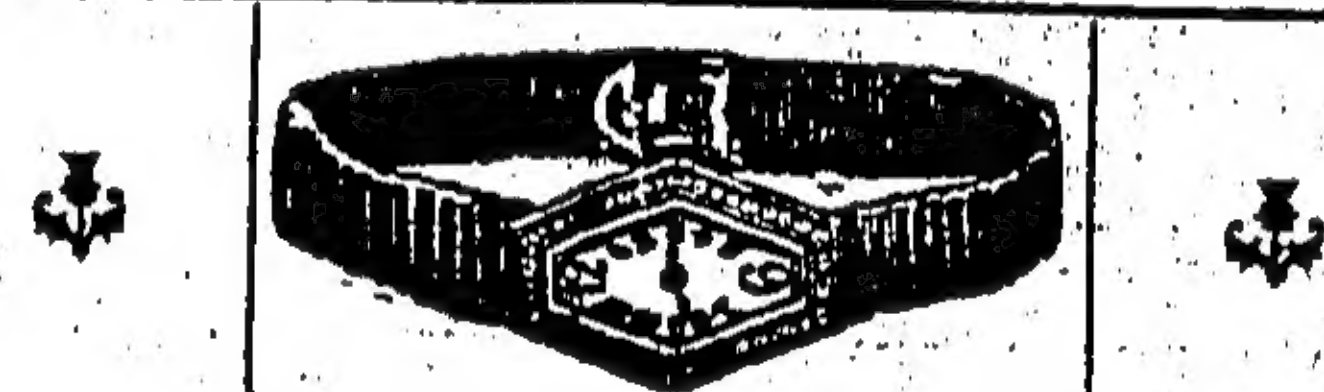
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Our PRICKLY HEAT LOTION, prepared according to the formula of one of the present day Professors of Tropical Medicine.

Instantly Alleviates Irritation and Cures after a few applications.

THE PHARMACY, 22, Queen's Road Central.
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THE Undersigned has received instructions to sell by Public Auction,

on
WEDNESDAY, Sept. 10, 1919,
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at his Sales Rooms, Duddell StreetA Quantity of
Valuable Household Furniture,
Comprising:—Teak hatstand with bevelled mirror,
Drawing room suites, Leather covered
sofa, armchairs and chairs, Lady's
desk, Bookcase, Electric ceiling fans
and table lamps, Carpets, Pictures and
Engravings, Brass and Bronze ornaments,
etc., etc.Teak sideboard with bevelled mirror,
teak dining tables and chairs, Dinner
waggon, Glass cabinets, tea tables,
Dinner and Dessert services, Glass and
Cutlery ware,
etc., etc.Double brass mounted iron bedsteads,
teak bedsteads, Teak wardrobes,
Chests of drawers, Dressing table with
bevelled mirror, Marble top washstands,
etc., etc.Also
A few pieces of Blackwood-ware.

And

1 Grand Piano by "John Broadwood
& Son"1 Cottage Piano by "W. Robinson
& Co."

(in fine condition)

1 Remington Typewriter No. 10.

1 Oliver Typewriter No. 5.

And

1 12 Bore Double Barrelled Gun, by
Wilkinson, London, with Leather
case.

Terms:—Cash on delivery.

Catalogues will be issued.

On view from Tuesday the 9th inst.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, September 4, 1919.

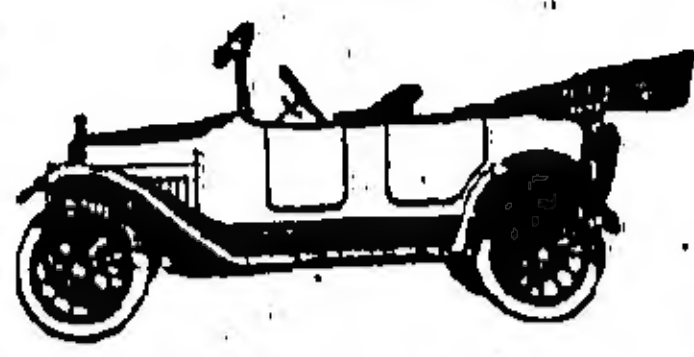
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SATURDAY, September 13, 1919,
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Aikowloon Wharf & Golden Co., Ltd.
West Point.(FOR ACCOUNT OF THE UNDERSIGNED.)
3710 Bags Brown Sugar.

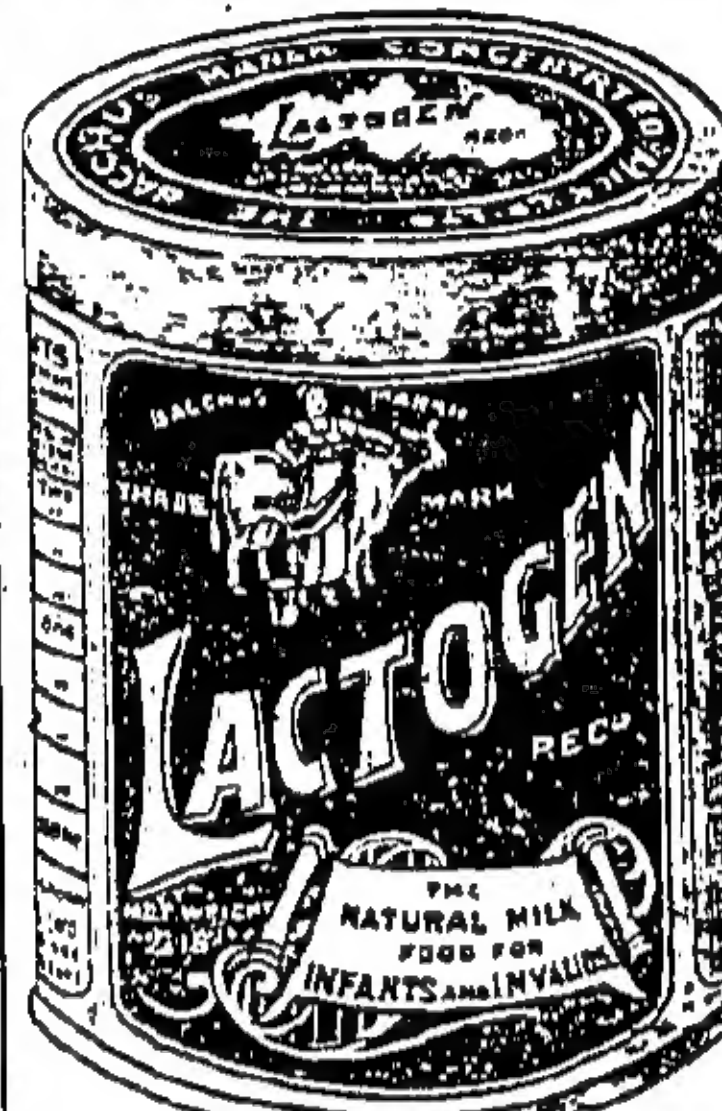
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GEO. P. LAMMERT,
Auctioneer.

Hongkong, September 8, 1919.

INTIMATIONS.**MUSIC LESSONS.****PROF. DANENBERG** will resume
his Piano Lessons this month.
Hongkong, September 6, 1919**INTIMATIONS****METEOR GARAGE**Sole distributors of
MAXWELL CARS.Automobiles for Hire
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at reasonable Prices.

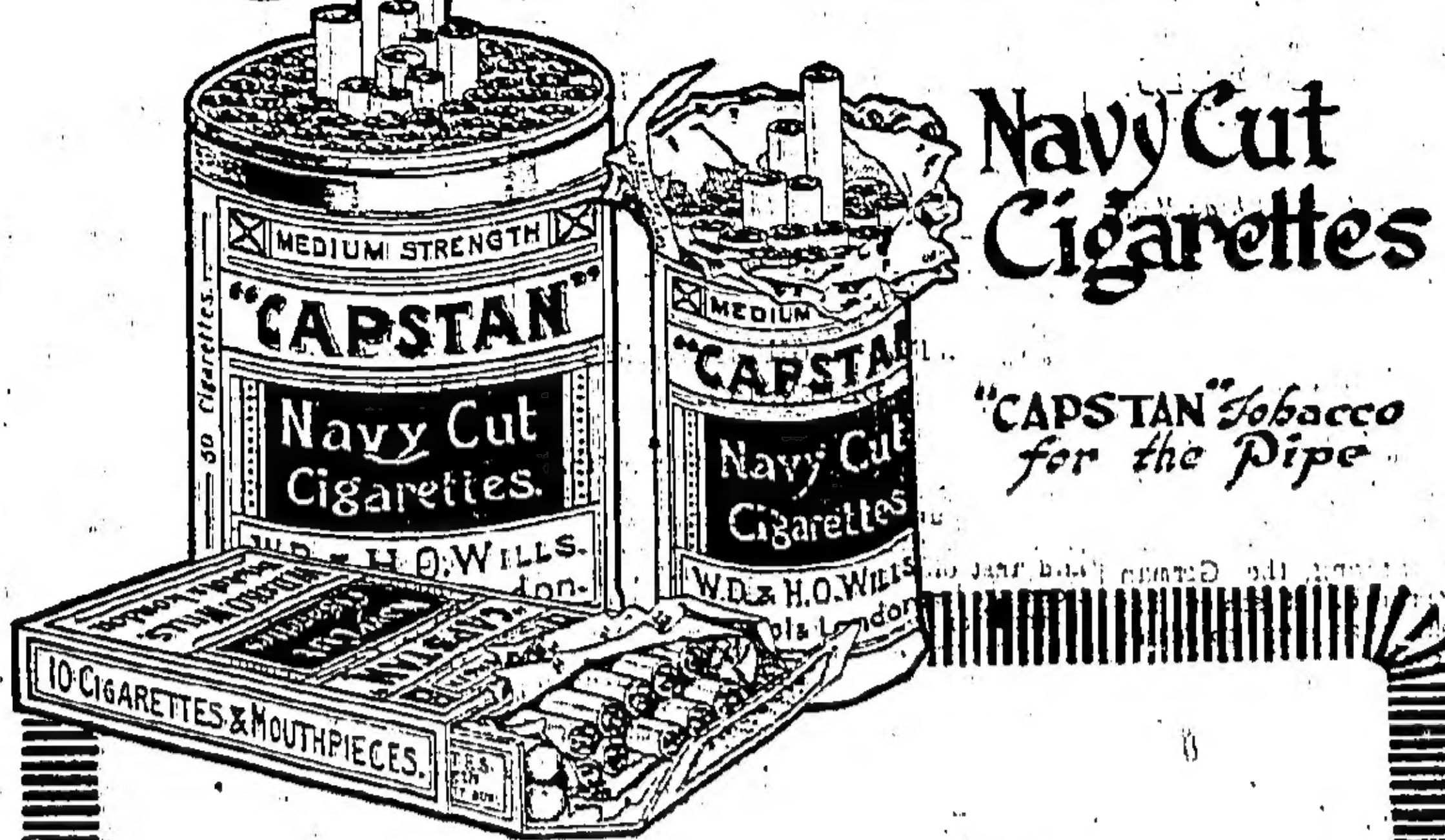
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The Natural Milk Food for Infants,
Invalids and Nursing Mothers.
We have just received a large consignment**粉奶牛洲澳****SHIU FUNG TAI & CO.,**
Agents: For Hongkong and South China.
Nos. 17 & 19, Connaught Road Central, Hongkong.
Telephone Nos. 1229 & 2230.**DAIRY FARM NEWS.****FRESH MILK.**The value of pure fresh milk as a
perfect diet cannot be overestimated.
Without fresh milk children cannot
thrive.
The purity and quality of our milk
is guaranteed.
Beware of adulterated and impure
milk.**WE ARE****GIVING AWAY FREE****LAST YEAR****SEEDS****TO MAKE ROOM****FOR****NEW SEASON SEEDS****EXPECTED SHORTLY.****GRACE & CO.,**No. 10, Wyndham Street,
P. O. Box 620, Hongkong.**JAPANESE MAKERS.****Every kind of Footwear****MADE****TO****ORDER****OHERRY & CO.,**FEDDER STREET,
Opposite Hongkong Hotel.
Telephone No. 491.
Hongkong, March 20, 1914.**MASSAGE HALL.****MRS. T. SUGITA****MISS HAYASHI**4, Wyndham Street,
Hongkong.**MUMEYA.**Japanese Photographers.
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Tins of 50 Cigarettes.

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MAGNUMS

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OBTAINABLE AT ALL STORES.

This advertisement is issued by British-American Tobacco Co., (China) Ltd.

**THE CHAMBER OF
SHIPPING.****SUEZ CANAL DUES.**A meeting of the council of the
Chamber of Shipping of the United
Kingdom was held at 23, St. Mary-
axe, E.C.4, Mr. W. J. Noble, vice-
president, in the chair.**U.S.A. REQUESTS FOR MANIFESTS.**It was reported that, according to
information received from the
Foreign Office, United States Consuls
in South American ports have been
instructed to refrain from demanding
manifests of British vessels. The
same instruction would not, however,
appear to have been received at
Honolulu.**HIKE OF VESSELS WHILE UNDER-
GOING WAR RISK REPAIRS.**With regard to payments to be
made to vessels requisitioned on
T. 99, it was reported that the
Accountant-General of the Ministry
of Shipping had been informed that
the agreed scale recently published
would be inequitable in certain cases.
Accordingly it had been allowed by
the Accountant-General that, al-
though the scale was to have been
of general application, it should not
preclude owners from special treat-
ment in cases of peculiar hardship.**MINIMUM AGENCY CHARGES.**The special committee dealing with
the subject was authorised to con-
sider the proposed revised scale of
minimum agency charges. The
principle of ageing rates generally
was approved, the matter to receive
further consideration at the hands of
the special committee.**WAYS AND COMMUNICATIONS BILL.**The Chairman expressed the in-
debtedness of the Chamber to those
members of Parliament who had
assisted so ably in securing substan-
tial modifications of the Ways and
Communications Bill.**QUEENSLAND SUCCESSION DUTIES.**A memorandum, setting out the
unfairness of the Queensland Succession
and Probate Duties Amendment
Act of 1918, and the difficulties in
the way of applying the measure to
British steamship companies had, it
was reported, been drawn up and
sent to the Colonial Office. A reply
had been received that the letter and
the memorandum of the Chamber
had been referred to the Governor
of Queensland, and that the Premier
of that State had given his assurance
that the wishes of the Chamber
would be met, pending their con-
sideration, so far as matters of
administration are concerned.**WIRELESS TELEGRAPHY.**Some discussion took place with
reference to the Wireless Telegraphy
Bill, and more particularly with
regard to the liability of shipowners
to communicate with their ships
when in port. It had been stated that
it was impossible to allow owners
to use their wireless in port becauseof the risk of "jamming." On the
other hand, it is believed that this
might be got over by the adoption
of the continuous wave system. It
was resolved that the Shipowners'
Parliamentary Committee be asked
to take steps to secure that the Bill
should not be put into operation
until owners are permitted to use
their own installations when ships
are in port.**TIME KEEPING AT SEA.**The committee of experts appointed
to deal with this question made a
most exhaustive inquiry, and an of-
ficer of the Board of Trade attended
before the committee to discuss the
matter. The committee resolved
that no sufficient case had been made
out for the proposed Zonal methods
of recording time proposed by the
Admiralty. The recommendation of
the committee was approved.**PANAMA CANAL MEASUREMENTS.**The Panama Canal authorities
were, it was stated, prepared to ex-
clude from gross tonnage measure-
ment all ballast tank spaces which
during the war had been used for
purposes other than the carriage of
water ballast, if in future they would
be used only for water ballast, whether
on transit through the canal or
otherwise.**COLLISIONS WITH H.M. SHIPS.**A resolution was adopted to the
effect that a merchant ship which
comes into collision with a warship
should not be placed in a less favour-
able position than she would be in
the event of other collision with another
merchant ship.**COMMERCIAL DEGREES.**Some conversation took place with
reference to the commercial degrees
which it is hoped will be granted by
the University of London. A resolu-
tion was adopted to the effect that
the chamber warmly approve of the
scheme, and hope that there will be
a liberal response to the appeal for
funds. At the same time it was
pointed out that many provincial dis-
trict have their own universities, to
which shipowners largely contribute.**RATES ON GOVERNMENT CARGOES.**Attention was drawn to the inade-
quacy of Government rates for
homeward cargo from the River
Plate conveyed by British steamers,
having regard to the increase in the
cost of coal since the rates were
fixed, and also to the direction of
ships, which was in many cases
unfair, and involved ships in positive
loss. A small committee was ap-
pointed to deal with the whole ques-
tion.**SUEZ CANAL DUES.**A letter, it was reported, had been
addressed to the Suez Canal Com-
pany, urging that the time had come
for a substantial reduction of the
dues charged on vessels passing
through the Suez Canal. This does
not stand at 87 50c per net ton, the
last increase of 75c put in force on
July 1, 1918, having been supple-
mented as from Jan. 1, 1919, by the**CARDS AND DICE IN
A GOVERNMENT
DEPARTMENT.****P. & O. STEAMSHIP COMPANY
WANT THEIR PREMISES
BACK.**Remarks reflecting upon the
administration of a Government
controlled department were made by
Mr. W. F. Hamilton, K.C., during
the hearing of a case which came
before the War Losses Commission
at Crews House, Mayfair, over which
he presided. The P. and O. Steam
Navigation Company were the
applicants, and they claimed com-
pensation from the Office of Works
for loss alleged to have been sustained
in consequence of retention by the
Ministry of Munitions of the base-
ment of premises in Cockspur-street,
Charing Cross, which the company
purchased in 1917.During the hearing, Mr. A. E.
Wooten, counsel for the company,
called Mr. Naylor to speak of the
valuation he made of the premises
before the sale, and who, replying to
questions, said he considered the re-
tention of the premises on behalf of
the defendants altogether unneces-
sary. He had found on visiting the
basement only some electrical ma-
chines, and two or three girls playing
with cards and dice.The President.—Then you recom-
mend that, in the view of the com-
mission, some effort should be made
to release these premises?—Witness:
Yes.The President.—The evidence
points to the fact that they were
only used for the storage of some
electrical machines, and that there
were those employed there who were
playing with cards and dice—in fact,
wasting Government money. That
is the evidence of a reputable witness,
and I think the matter should be
brought before those directly con-
cerned.withdrawal of the tariff reduction of
2 1/2 50c previously enjoyed by vessels
in ballast. With the end of the war,
it was observed, the revenue of the
canal had received a marked stimulus,
each month showing a steady in-
crease in the average tonnage using
the waterway. The prospect was
that the canal receipts would con-
tinue to increase, although the ex-
penses of the canal, such as the cost
of coal, would also increase. The
chamber had repeatedly urged that
the terms of the agreement of 1883,
made between British shipowners
and M. de Lesseps, should be more
rigidly adhered to, but in spite of the
chamber's representations practically
no substantial concession had been
gained.
Other matters discussed included
the increased cost, owing to Govern-
ment intervention, of vessels built on
time and time contracts.**G. FALCONER & CO., LTD.****WATCHMAKERS & JEWELLERS.****Hotel Mansions.**Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.**THE HING WAH PASTE MFG. CO., LD.**HEAD OFFICE: Nos. 47 and 48, Connaught Road Central, Hongkong.
Tel. No. 1939 & 2230We have now a large stock of fresh and superior
Macaroni, Pasta Stars, Egg-noodles, Vermicelli and
all kinds of Soup stuffs, all produced from Flour of
Best Quality, sold at very reasonable prices.Large quantities have been exported to various
important cities in the World.Terms moderate, especially for Agencies. Orders
executed promptly.

Inspection and Enquiries are cordially solicited.

HOTELS AND CAFES.**THE HONGKONG HOTEL CO., LTD.**

Operating:—

THE HONGKONG HOTEL The leading Hotel in the Far East.

THE REPULSE BAY HOTEL The coming seaside resort of South
(opening in the Summer of 1919) China.THE HOTEL MANSIONS The headquarters of the Canadian
Office premises; Pacific Ocean Service, and the leading
American business concerns.The Hotel Company, having recently extended their cold storage plant
and instituted motor transportation, are specialists in outside catering such
as banquets, dances, parties, etc., and are prepared to supply all necessary
equipment, decorations, furnishings, and music.
Quotations may be obtained on application at the Hotel Main Office, or
representative will call on communicating with
Telephone No. 483, Catering Department.
Telephone No. 1673, Manager.**J. H. TAGGART, Manager.****THE PEAK HOTEL.**

1,500 Feet above Sea Level.

15 Minutes from Landing Stage.

Under the Management of—

Mrs. BLAIR.**KING EDWARD HOTEL****CENTRAL LOCATION**ALL ELECTRIC TRAMWAYS: Pass-Entrance, Electric Lifts, Fans and Lighting
European Baths and Sanitary Fittings, Hot and Cold Water System
throughout. Best of Food and Service.
Telephone 373. Telegraphic Address: "VICTORIA"
J. WITCHELL, Manager.**PALACE HOTEL****KOWLOON**

(Two minutes from Star Ferry)

Recently renovated and furnished, electric light and fans throughout
and entirely under new management. Cuisine under the personal supervision
of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to
Telephone K. 3. Telegraphic Add.: "PALACE"
J. H. OXBERRY, Proprietor.**CARLTON HOTEL.**

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.Under American Management. Nice and quiet yet only a few minutes
walk from the Banks and Central District. 43 Bedrooms, Excellent Cuisine,
scrupulously clean. Moderate Terms. Monthly and Family Rates on
application to the Proprietor. Launches meet Passenger Boats.
Telegraphic Address "CARLTON" Mrs. F. E. CAMERON.**THE ALEXANDRA CAFE****(OPEN TILL MIDNIGHT.)**

Noted for:—

THE BEST TIFFINS AND DINNERS.**FILLET HADDUCKS.****ICES AND TOED DRINKS.****CAKES AND PASTRIES.**Dinner and Picnic Parties catered for.
A European Cafe under European Supervision.

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**CHOCOLATES**
Fruit Sweet Vanilla, Chocolate
Home-Made Assorted Chocolates
Hermes' Nestle's and Borden's
Chocolate, Swiss Chocolate
Gallatin's, Star, C. C. C. C.
American Chocolate, 25c per lb.
Imperial Cocoa, 1.00 per lb.
Children's Breakfast Cocoa, 50c per lb.**TANG YUK, Dresser.**Residence at
the late SIEN TING,
14, D'ARVILLE STREET.TERMS VERY MODERATE
Consultation free.**FRENCH LESSONS****G. MOUSSEAU,**

15, Morrison Hill Road.

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Share, Coal and General
Produce Brokers and
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"HUGHES" HONGKONG.
PUBLIC AUCTIONS.

THE Undersigned have received
instructions to sell by Public
Auction

(FOR ACCOUNT OF THE CONCERNED),

ON

WEDNESDAY,

September 10, 1919, at 12 noon,

at their Sales Rooms, No. 5

Des Voeux Road, Corner of

Ice House Street.

The Motor Boat "Din On"

Teakwood Hull, coppered below

waterline, built 1913.

Length 36 feet

Beam 9 feet

Draught 2 feet 6 inches

10-20 H.P. Ferro Auto Marine Motor

complete with navigating lights,

anchors, etc.

Saloon, Lavatory and Pantry.

In good running order.

Inspection orders, and further parti-

culars may be had from the undersigned.

By Order—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, September 6, 1919.

(For Account of the Concerned),

ON

WEDNESDAY,

September 10, 1919, at 2.30 p.m.,

The Hongkong & Kowloon Wharf

& Godown Company's Premises,

Kowloon-Godowns E. & G.

Mild round steel bars.

50 tons 13/16" x 4"

75 " 1" x 4"

75 " 7/8" x 4"

75 " 13/16" x 4"

50 " 2 3/32" x 4"

30 " 1 3/8" x 4"

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, September 6, 1919.

THE Undersigned have received ins-

tructions from the CHINESE

GOVERNMENT SALES DEPARTMENT to

sell by Public Auction.

ON

TUESDAY,

September 16, 1919, at 10.30 a.m.,

at Yau-mat, Break Water.

The Steam Vessel,

"KUNG CHING."

HULL—Teakwood.

Length—125 feet.

Beam—18 feet.

Draft—8 feet 6 inches.

ENGINES.—Two sets of Compound

surface condensing engines, with cylin-

ders 14 in. by 22 in. stroke. Separate

condensers.

BOILER.—One cylindrical, multi-

tubular, marine type boiler. Length 10

feet 6 inches. Diameter 10 feet 6 inches.

Working pressure 130 lbs. per square

inch.

Inspection orders and further parti-

culars may be had from the undersigned.

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, September 9, 1919.

FOR SALE.

THE Undersigned have received ins-

tructions to sell at their Sales

Rooms, No. 8, Des Voeux Road,

Corner of Ice House Street.

SAILING YACHT, equipped with

12-18 H.P. American auxiliary

Motor, recently overhauled and in

thorough good running order.

Length ... 33 ft.

Beam ... 7' 6"

Draught ... 6 ft.

Electric light.

Complete with two sets of sails,

Dinghy and all accessories.

Particulars from the undersigned.

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, September 9, 1919.

BABY'S WEIGHT.

One of the surest signs that a baby is making good progress is steady increase in weight. There is generally a slight decrease during the first week after birth, but from then on there should be regular and rapid growth if the baby is being properly nourished.

The most common cause of failure to gain weight is mal-nutrition, the food is either deficient in quality or quantity, or the digestive organs are not doing their work properly.

When the stomach or bowels are at fault all that is necessary, usually, to set matters right is the administration of Baby's Own Tablets, the pleasant-tasting Canadian remedy for little ones of all ages.

No fear need be entertained as to the safety of giving these Tablets, because they are guaranteed, under a Government Analyst's certificate, to contain not a single particle of opiate, narcotic, or other injurious drug, and to be equally helpful and harmless to the youngest infant as to the child of 5 years old or more.

Baby's Own Tablets are just the right remedy for infantile constipation, colic, indigestion, diarrhoea, simple fever, teething troubles, and worms. They bring natural, restful, health-promoting sleep, restore appetite and make the baby thrive. Of chemists, or post free, 50 cents the vial from the Dr. Williams' Medicine Co., 30 Szechuen Road, Shanghai.

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NEW, LARGE, SEACIOUS GO-
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building, facing the water front, whole
or part. For particulars and rent apply
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THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.

TO LET.—No. 102 The Peak, 6
ROOMED HOUSE at the Peak.
Apply to PERCY SMITH, STW &
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OFFICES WANTED.

WANTED.—By a leading BRITISH
INSURANCE COMPANY a
suite of offices on or before the 31st
October next in the Central District of
Hongkong. Reply Box No. 1146, c/o
"CHINA MAIL."

FOR SALE.

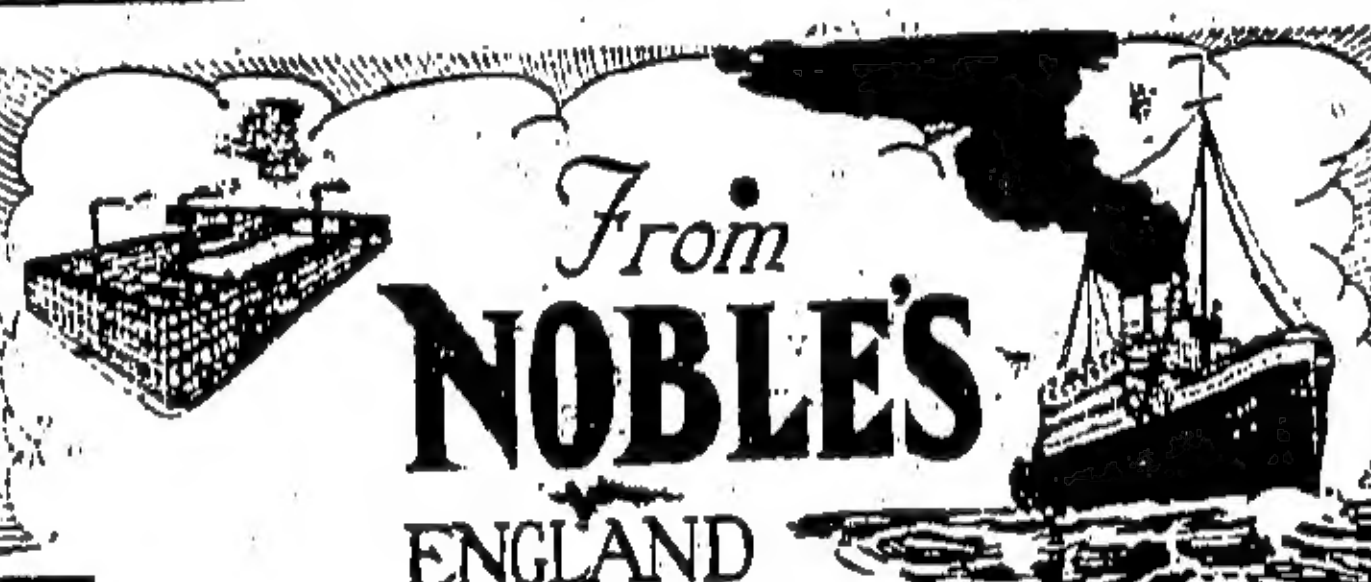
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These Cigarettes are made of selected Mild
leaf tobacco and quite harmless to those
who are accustomed to inhale.

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165, Des Voeux Road, Hongkong.



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Direct from the
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Buy all your Dress Requirements and Household
Goods from the great British Mail-order House. You
will be delighted with the quality and workmanship
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the low prices. You can be smartly dressed and yet be
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The New 68-page Catalogue.

Post Free from the "Hong Kong Daily Press," Hong Kong (saves you
the time taken in writing to England in the first place). Send today
for this beautifully illustrated catalogue—you will find it full of interest
and value. It shows you how you can buy all your Dressing Apparel for
men, women and children, and your Household Requirements at factory
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Blouses, Millinery, Hats, Caps, Footwear, Carpets, Curtains,
Coats, Sports Coats, Ready-to-Wear Suits, Napery, Cutlery.

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of patterns Post Free on application to Manchester.
REMITTANCES (in full) should wherever possible be sent
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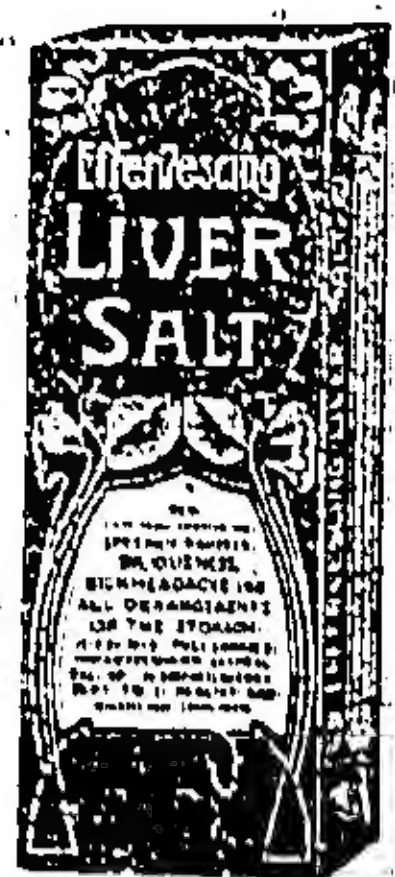
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WATSON'S



A SAFE & GENTLE APERIENT
Making a Pleasant, Cooling & Refreshing Drink.

SOLD ONLY BY
A. S. WATSON & CO., LTD.,
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SPECIAL SHOW
THIS WEEK.

"ST MARGARET"
JERSEYS
JERSEY SUITS & KILTIES
IN ALL SIZES.

KNITTED COATS
WITH
CAPS & HOODS
TO MATCH.

BIRTH.

GELDART.—On July 25, at Kuling, to Mrs. J. H. Geldart, of Shanghai, a son.

MARRIAGE.

HONES—BONTALL.—On August 30, at Shanghai, Frank Wither, of London, to Alice Emily Bontall, of London.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, TUESDAY, SEPT. 9, 1919.

MONEY.

The mystery of currency is probably like the riddle of the Sphinx, which is another Mrs. Arris. Strong men avoid exchange "problems" chiefly because they are so childishly simple that the solutions which present themselves are rejected in the same spirit as Naaman the Leper rejected the Jordan cure. The strong impression has gained ground that because 2-2 is a mathematical formula, 4 comes too easily to be the true sum. The "explanations" offered by experts are generally so involved and jargonistic as to confound the confusion. Banking has far less mystery about it than the business of growing potatoes, and its functions are as simple as walking. A bank is as plain as a box because that is all it is eventually.

Some local people seem to be worrying just now over the discovery that our Banks are not handing out Mexican or Hongkong silver coins in exchange for their notes. If the idea gets abroad that the Banks can't keep their paper promises to pay silver on demand, the demand will increase, and what is called a "run" may occur. It would be panicky and foolish, for no one stopping to think would doubt the absolute solvency of our banks, and their ability to meet their legal obligations many times over.

It will be necessary to consider first who wants "local currency" or Mexican dollars, and why they want it. You and I—ordinary people—don't want the dollars. We'd rather have the notes, in the ordinary way, as handy to handle and less heavy to carry.

Just now, with silver dear, a dollar is worth more than a dollar. There is more than a dollar's worth of silver in it. If we could melt it down and sell it to the workers for silver, we would make a small profit. But the Government would object to that. That is why it forbids the export of silver coins. Even the silver

coins are only a token devised for convenience in barter, and a shortage of it interferes with and inconveniences the bartering by which we all exist. Fourteen years ago we had too many token coins, and so these paper notes were worth more than the coins. A five dollar note was worth about \$5.20 or more, because the barterers, other things being equal, chose the more convenient tokens.

Our coins are "legal tender" but our notes are not. This is an oversight, and permits the lawyers to wangle and "shenanigan"; but it should not affect us, the general public, to whom any dollar, metal or paper, is merely a guarantee that we are entitled to so many units' worth of board and lodging, clothes and other commodities.

Owing to a shortage of the smaller tokens (coins with which we exchange our fractional commodity obligation) the people who have them are charging a premium—for a five dollar bill (token of 500 units), they will give us only \$4.85, or 15 units less.

It is a legal question, purely, whether the Banks have the right to charge this fee for suiting our convenience or whim. There could be no question of it if their notes had been legal tender. Ordinary exchange differences (between the money of one country and another) represent the cost of carrying the money from one place to another. The Banks might fairly argue that wages have to be paid for carrying money from one part of Hongkong to another. Anybody who has travelled in inland China knows that the cost of the journey was materially increased by the need to pay wages to the coolies who carried the necessary supply of convenient (but heavy) barter tokens (copper cash instead of actual silver). We should still have been at the expense of paying for the portage of silver, and for the breaking up and weighing of it. If we could have paid in paper promises (like banknotes) it would have been worth our while to pay the banks for the greater convenience so furnished—and as we would have been putting those with whom we exchanged commodity tokens to the trouble of coming to the banks to realize, it is obvious that they would charge us for the trouble and expense of the journey, either by higher prices, or by a "discount" on the banknote. The inland Chinese would give us only 95 units worth of rice for the Bank's promise to pay 100 units of anything, the five per cent representing the cost of safe-keeping, the cost of transporting and transferring from hand to hand.

A man in Hongkong is known to be very rich. In a strong box which can be carried round (at some trouble and expense) and which all men may see, he has a lot of silver. Nor he

nor others can eat silver, so the silver represents only so many units of food. Desiring to exchange 500 units of food for 500 units of (say) shoes, he should take to the shoemaker five hundred units in silver, in the ordinary way, for the shoemaker may have enough actual food on hand, and prefer what we call "credit." Credit is accumulated savings, as well as anticipated production or earnings. The rich man gives him a paper certificate showing that he now owns 500 units of the silver in the box. That is how the bank is like a box. All the rich man's creditors admire the box as well as its contents, because it has defied thieves and is well guarded (by the rich man's servants, who have to be paid), and they know that it is actually, better sometimes to have a paper certificate of their ownership of 55 units in it than to have 100 units in their own possession. But it is more than that. The shoemaker needs a shirt, and gives the tailor so many units in shoes for it. Woe a convenience to give the tailor a paper certificate transferring part of the units he owns that are in the rich man's box. On his way to the tailor he may be robbed. In any case he would have the fatigue of carrying the silver. For the tailor doesn't need shoes, but accepts units that represent shoes and every other commodity. He can barter them for hymnbooks or carrots.

It doesn't matter if you never get from our banks the Mexican dollars or local currency they have promised to pay on demand, because you don't really want them. What you want are the units, or credit for the units, and any generally recognizable token equivalent for your units will serve your purpose.

But you want your 100 units, and if they try to fob you off with 95, you want to know why. The people who are now grumbling are those who have to pay to four different men 25 units each, and need subsidiary tokens. They need, in fact, small change. It also works this way in trade. The Government itself discouraged the chit system. A man goes into a hotel or a store and buys 20 cents worth, tendering a five-dollar note. The trader gives him \$4.80 change. The trader takes the note to change it, and gets \$4.85 for it. He has thus got five cents for a twenty-cent article and is all his trouble out to boot. It is the government's fault, and not the banks' fault, that there isn't enough small change to go round. The public is paying the premium of five cents, or losing the discount of five units per cent, for a convenience which their corporate representative and agent, the government, ought to provide as a part of the function the public have already paid for.

Subsidiary banknotes would do just as well as subsidiary coins, but there are objections. They mean more work than they are worth to the bank, and they get very dirty and unpleasant to handle for the public.

Some day the world will have a fixed currency unit (as electricians the world over have in ohms and amperes of power) and that is, in a sense, what they get when they "fix" the dollar, as at Singapore. It is always worth the same number of English or American or French units, the cost of transferring and safeguarding being fixed approximately to actual cost and not affected as ours is by the supply and demand of the metal which happens to be employed as the medium for the exchange of quantities of units.

What the Government should now do is plain. It should arrange for the immediate issue of a lot more subsidiary tokens, and this so-called depreciation of bank notes (which in no way reflects on the solvency of our banks) would at once disappear. The job is to keep the supply of "change" at the just enough stage, neither too much (as 14 years ago) nor too little as now. The present Ordinance forbidding the export of subsidiary currency came too late. The horse was gone when the stable was locked. We still need the horse.

MEMO OF CARGO.

Shipped per Mackinnon, Mackenzie & Co. Agents P. & O. S. N. Co. s.s. "Dunera" Voy. 350 Sailed 8/9/1919. London.—350 B/s. Wastesilk. Gibraltar.—13 C/s. Silk p. goods. 2 C/s. Silk goods, and Ivoryware. Marseilles.—200 B/s. Wastesilk. Portsaid.—5 C/s. Silk p. goods. 1 C/s. Silk and Ivoryware.

TYPHOON WARNING.

The telegram quoted below was received at the U.S. Consulate from the Manila Observatory at 6:10 p.m. September 8.
Typhoon S.W. of Guam moving W. or W.N.W.

CHRONIC DIARRHOEA.

ARE you subject to attacks of diarrhoea? Keep absolutely quiet for a few days, rest in bed if possible, be careful of your diet and take Chamberlain's Colic and Diarrhoea Remedy. This medicine has cured cases of chronic diarrhoea that physicians have failed on, and it will cure you. For sale by All Chemists and Storekeepers.

LOCAL AND GENERAL.

To-day's dollar is worth 4-11/16d.
The Parsee New Year Day falls on Thursday 11th instant.

Bangkok has declared Hongkong to be released from quarantine.

The s.s. "Kwongtah," (Capt. Stewart) cleared for Canton at 5 a.m., to-day with general cargo.

Major H. S. P. Simon, who was here with the 2nd D.C.L.I. has gone on retired pay on account of age.

The Royal Hongkong Golf Club Championship will be played for on the big course at Fanling in October.

The s.s. "Kiri Maru," (Captain Takata) cleared for Keelung at 5 a.m., to-day with a cargo of 150 tons of matches.

The s.s. "Tongtee," (Captain Iwamoto) arrived from Weihaiwei at 5 p.m., yesterday with 1,700 tons of general cargo.

The s.s. "Teau," (Capt. Scott) arrived from Canton at 6:45 a.m., to-day with 75 tons of general cargo for Shanghai.

The s.s. "Kwonglee," (Capt. Sangster) cleared for Shanghai at 8 p.m., yesterday with 1,500 tons of general cargo.

The s.s. "Teau," (Capt. Scott) cleared for Shanghai at 4 p.m., to-day with general cargo from Hongkong and Canton.

A derelict junk was reported as being in Lat. 18° 15' N., Long. 111° 49' E. on August 30, forming a danger to navigation.

The s.s. "Shimcheong," (Capt. Cordova) arrived from K. C. Wan at 5:15 p.m., yesterday with 100 tons of general cargo for Hongkong.

The s.s. "Wasun," (Capt. Samerville) arrived from K. C. Wan at 1:30 p.m., yesterday with 90 tons of general cargo for Hongkong.

The s.s. "Telemachus," (Capt. Bentley) cleared for Saigon at 2 a.m., to-day with 1,300 tons of general cargo and 6 European passengers.

The s.s. "Chipping," (Capt. Matthews) cleared for Tientsin via Chefoo at noon to-day with 2,100 tons of general cargo and 2 European passengers.

The s.s. "Taming," (Capt. Barkus) cleared for Manila and Iloilo at 3 p.m., to-day with 2,000 tons of general cargo and 6 European passengers.

The s.s. "Kanchow," (Capt. Cowan) cleared for Bangkok via Swatow at 11:20 a.m., to-day with 600 tons of general cargo and 7 European passengers.

There will be a competition on the Fanling Golf Course for a silver cup, presented by "A Grateful Temporary Member," early in October, 18 holes under handicap against Bogey.

The s.s. "Yuensang," (Capt. Kennedy) arrived from Manila at 10:30 a.m., yesterday with 1170 tons of general cargo and sugar. She also brought two European passengers and 20 bags of mails.

The s.s. "Chuenon," (Captain Jorge) arrived from Hohow yesterday afternoon with 1,395 packages of general cargo, 200 pigs and 21 bullocks for Hongkong. She also brought one bag of mails.

The s.s. "Benrinnes," (Captain McDonqudale) arrived from Middlesbrough via Singapore at 8 a.m., to-day with 600 tons of general cargo for Hongkong. She also brought 3 European passengers and 30 bags of mails.

Br. Lt.-Col. R. D. Crawford, D.S.O., R.G.A., who was well-known here when a Captain with the Hongkong-Singapore R.G.A., and who married Miss Tomes, has been gazetted to 2nd grade General Staff Officer.

The s.s. "Burma Maru," (Capt. Imai) arrived from Yokohama via Moji at 6 a.m., to-day with 5,871 tons of through general cargo and 955 tons of porcelain, oak and cotton goods and 19 bags of mails for Hongkong.

The s.s. "Hok Canton," (Capt. Sparke) arrived from K. C. Wan at noon yesterday with 350 tons of general cargo and cattle. She reports that on the voyage to K. C. Wan, when between Tien Pak and her destination, she passed two dead bodies (both females) and several lots of junk wreckage.

Brevet Lieut.-Colonel H. P. Garwood, D.S.O., R.G.A., has relinquished his appointment as 2nd Grade General Staff Officer, to become Asst. Q. M. General on the Adjutant General and Q. M. General's Staff. Colonel Garwood has served twice in Hongkong, being well-known while Adjutant Royal Artillery here.

LOCAL AND GENERAL.

The s.s. "Alcorne," (Capt. Leunghing) cleared for Pakhoi via Hoihow at 5:30 a.m., to-day with 100 tons of general cargo.

The s.s. "Kaiping," (Capt. Pannier) cleared for Haiphong via Pakhoi at 6 a.m., to-day with 250 tons of general cargo.

The s.s. "Kiri Maru," (Capt. Takata) arrived from Keelung at 9:20 a.m., yesterday with 1,100 tons of coal and 3 bags of mails.

The s.s. "Hok Maru," (Capt. Tjich) which arrived from Keelung at 4 p.m., yesterday, brought 1,100 tons of coal and 3 bags of mails.

The s.s. "Haitan," (Capt. Stewart) cleared for Foochow via Swatow at 3 p.m., to-day with 1,700 tons of general cargo and 3 European passengers.

Dr. G. Duncan Whyte of the English Presbyterian Mission of Swatow is at present spending a well-earned holiday. He is staying with Dr. Aubrey.

Mr. and Mrs. V. de Mattos and child are leaving by the "Korea Maru" to-morrow. He will be remembered as former *pro tem* Governor of Macao.

The s.s. "Korea Maru," (Capt. Ota) which cleared this morning, is due to sail for San Francisco via Nagasaki at noon to-morrow with 2,000 tons of general cargo.

The s.s. "Hok Maru," (Capt. Suzuki) arrived from Zamarang via Balikpapan at 1:50 p.m., yesterday with 4,805 tons of sugar and general cargo and 4 bags of mails for Hongkong.

Mr. Edwards, of 34B Nathan Road, Kowloon, has reported to the Police that during the past five or six days he has lost a pair of gold earrings and a gold finger-ring, to the value of \$160.

I went into the British Army believing that if you want peace, you must prepare for war. I believe now that if you prepare thoroughly and efficiently for war, you get war.—General Sir F. Maurice.

The Hongkong Tramway Company's traffic receipts for the week were \$15,480 or \$119 less than last year. The aggregate receipts for 36 weeks were \$529,470, or \$36,100 more than in the corresponding period of 1918.

Last week's communicable disease was six cases of cholera (five fatal) nine of enteric (five fatal) and 112 of gastro-enteritis (83 fatal). In the subsequent 48 hours we had enteric (one American) and gastro-enteritis 15 cases (nine fatal).

The Committee and members of the C.R.C. will be "at Home" on Saturday (Sept. 13) from 4 p.m., when the tennis and cricket prizes will be distributed. A tennis match has been arranged between the C.R.C. and picked players from the rest of the League.

The death is announced from Lucknow of Arthur William Ward, Professor of Physics at Canning College, Lucknow, since 1889. He was born in 1858, and was educated at Liverpool College, Liverpool Institute, and St. John's College, Cambridge. He worked in the Cavendish Laboratory in 1883-4. Professor Ward wrote many articles in the Indian Press on educational questions.

In the International Court, Bangkok, on August 29, Nai Thian Ew gave evidence for plaintiffs in the case brought by the Mitsui Bussan Kaisha, Ltd., against Phra Anuvatra Rajanyom for a sum of over one million ticals in connection with a charter. The rest of the evidence for plaintiffs will be taken in Hongkong, and they have been allowed ten days in which to frame their questions.

While motoring along Taipō Road in the direction of Taiipo on Sunday, a party of holiday makers met with a mishap near the Taipō Hill. It was almost at the same spot where Mr. and Mrs. McKay's car fell over a precipice, when Lieut. Sykes, R.G.A., had both his legs fractured. On Sunday, while the car was making a rather nasty corner, one of the back wheels gave way. The chauffeur stopped at once. The occupants of the car were removed to Shatin in a car occupied by the Hon. C. McI. Messer, Commander Beckwith and another gentleman who were travelling in the same direction.

The desire of Sir Rabinathan Tagore to relinquish his knighthood as a protest against the methods of quelling the Punjab disturbances is not likely to be gratified. There is apparently no machinery for divesting repentant knights of their honours, and a baronet may be as bold and as bad as he pleases without fear of consequences to his style and title. Sir Rabinathan's request, indeed, is believed to be without precedent, though one remembers a valiant effort by a few politicians to remain in the Commons when, in the course of nature, they were due to ascend to the other House.

CANTON NOTES.

WONG YAP TONG MEETS OPPOSITION.

Wong Yap Tong, the Chief peace delegate of the North, now finds his appointment strongly and repeatedly opposed by Ng Pui Fui, the Commander of the Northern troops on the Hunan front.

Also he finds very little, if any, favour in the South. The administrative Directors of the Canton Military Government, headed by Sham Chuen Hsun, have just sent a telegram to the President and the Premier pointing out that Wong Yap Tong's history and present position render him unfit for the post and requesting them to make another nomination. Wong's departure for the Shanghai Peace Conference is said to have been further postponed.

The Kwongtung Tramway Company has got a site directly opposite the Canton-Kowloon railway station for its power house and offices, and expects to start building before the end of the year. The land, which is government property, is at present used for gendarmerie headquarters.

T. S. Canton students are sometimes too enthusiastic in their proceedings to help the anti-Japanese boycott. A number of them saw some cases going into the Sincere Company's place and wanted them opened then and there to satisfy them that they did not contain Japanese goods. Business cannot be done that way, and the students were snubbed. Now they are angry.

Messrs. Lo Chilin, Huang Wei-chuan and others have recently organized the Tai Kwong Glass Factory at No. 16, Nga Yiu Street, and some white and coloured glass plates as well as different other kinds of articles have been turned out as samples. They will raise a sum of \$10,000 to develop the enterprise. White sand from Kotong District is used as raw material for the purpose.

FAR EASTERN CABLE NEWS.

EIGHTH YEAR INTERNAL LOAN.

SHANGHAI, September 8. The President has issued a mandate stating that the Eighth Year Internal Loan amounts to \$2,000,000. The first subscription list is for \$50,000,000.

A HUNDRED SUBMARINES FOR CHINA.

The Naval Board has given an order for 100 submarines from Italy, at a cost of 30,000,000 francs.

INTERNAL PEACE.

Wong Yap-tong, the chief delegate for the North, gave a reception to the representatives of the Chinese and Foreign Press. In a speech, he said that he would do his best to remove the misunderstandings between the North and the South.

Wong will not start for Shanghai on September 12, as first stated, as a telegram has been received from Canton refusing to recognise him as Chief delegate.

THE OLD CANTON PARLIAMENT.

About 50 members of the old Parliament have left Tientsin, and are on their way to Canton.—*Commercial News.*

SHIPS IN HARBOUR.

List of vessels in port this morning.

British.	Japanese.
Jason	Kairui Maru
Yuensang	Kokuto Maru
Hok Canton	Burma Maru
Wasun	Hoten Maru
Benrinnes	Unnan Maru
Arratoon Apar	Korea Maru
Haitan	Anyo Maru
Chipping	Tango Maru
Namsang	Cheian Maru
Chinhua	Nankai Maru
Taming	Uio Maru
Changchow	Taiwan Maru
Kanchow	Massayoshu Maru
Haiyang	
Hermelin	
Laisang	
Telemachus	Shun Cheong
Pirangang	Chuen Ori
Taisang	Tonglee
British Isles	Mo Hon
Phutumpen	Kwai Wah
Volute	Shin Yue
Cornelia	Hui Hai
	Wing Hang
	Chefoo
Norwegian.	Dutch.
Hero	Ajax
	Linburg
American.	French.
China	Hanoi
Venezuela	
Brooklyn	
Tancerville	
General Alava	

TREATMENT FOR DYSENTERY.

CHAMBERLAIN'S Colic and Diarrhoea Remedy followed by a dose of castor oil will effectually cure the most stubborn case of dysentery. It is especially good for summer diarrhoea in children. For sale by All Chemists and Storekeepers.

CORRESPONDENCE.

MONEY AND BANK NOTES.

[To the Editor of the China Mail.]

Dear Sir,—One of the outstanding matters in this Colony at the present time is undoubtedly the fact that it is impossible to obtain from the premier bank in the Colony legal tender in exchange for its notes, and owing to this fact and because of the present rate of exchange of Hongkong on all other places is unduly depressed having regard to the current price of silver the notes of the bank in question are at a discount in the market compared with the silver currency such notes promise to pay.

Owing to the above combination of circumstances the average individual who receives payment of comparatively large amounts in notes of the bank in question, and has to convert these notes into silver dollars or subsidiary coins in order to make small payments finds that he must pay \$3 odd per cent in order to obtain in silver the face value of the notes.

It seems to me the one and only solution to this problem is that so long as the exchange rate is so unduly depressed it is for the community as a whole to refuse such notes (which are not and never have been legal tender in the Colony) at their face value, and only to accept them at their market value compared with the legal currency of the Colony which is now and has been ever since the Orders in Council were promulgated, silver of a weight and fineness laid down in the two Orders of the Privy Council of the Imperial Government both made on the 2nd February 1895 and which are set out in the third volume of the Ordinances of Hongkong at pages 25 and 26.

Yours faithfully,
BLAXTON.
9th September, 1919.

BALAN'S ESS.

[To the Editor of the China Mail.]

SIR,—Considering that asses have been speaking so often and for so many years apparently with the concurrence of the Almighty—why all this fuss about Balan's?

Yours Enquiringly,
READER.

REVIEW.

The "Marine Oil Engine Handbook"—Temple Press, Ltd., 7-15 Rosebery Av., E.C. 1, 2s. 6d.

The fifth edition of the "Marine Oil Engine Handbook" has just been published. This work, which in its previous editions is known to large numbers of users of motor craft of all types, has been thoroughly revised and new matter added, whilst many new illustrations have been included, so that the Handbook is now thoroughly representative of modern practice in marine motors of every class. A chapter on outboard motors is included. A Hongkong engineer tells us it is a greatly improved and much more useful book.

For those who are not conversant with the scope of this book, it may be mentioned that among the many matters dealt with are vaporization, ignition, cooling, lubrication, silencing and starting for marine motors, transmission and reversing systems, care of machinery, heavy oil engines, paraffin-petrol engines, outboard motors, types of commercial motor craft, motor winches and Diesel engines, whilst there is a chapter on the screw propeller, and another on the power and speed of fishing vessels.

Practically all the modern types of marine motor are described in detail, and the Handbook will be found of great value to every user of motor craft, whether it be a large commercial craft or a small pleasure boat.

Owing to the present high cost of new marine motors and the difficulty of obtaining them, many boat owners have had to content themselves with second-hand engines, and for the benefit of such descriptive matter relative to old models has been largely retained, although they are not now manufactured.

CHOLERA IN FOOCHEW.

During the last month there were over 1,500 fatal cases of cholera in Foochow in spite of the application of stringent preventive measures. All the food on the street stalls and in the shops is examined every day, sick persons are isolated, temporary hospitals have been established in the suburbs of the city and medicine has been given gratis for the use of the sick. The bodies of victims are carefully buried, and the families of the sick are isolated as well as the sick themselves. Large sums have been spent in preventive measures, administrative funds having been drawn for the purpose.

A GOOD SUGGESTION.

TRY Chamberlain's Tablets, when bilious or constipated. You are certain to be much pleased with them. They are easy to take and pleasant in effect. For sale by All Chemists and Storekeepers.

FATHER AND SON.

The father and the younger Bert occupied the end house in Mafeking Road. For the first few years after its construction Mafeking Road had seemed to be undecided whether it would tend, in the social sense, to rise or to fall. After the coming of the father and the younger Bert (though this was doubtless a coincidence) something forced a decision. Mafeking Road fell, and fell rapidly. From drowsiness it degenerated into frivolidness. A sleek off-licence appeared, with yellow glazed tiles, and an ungrammatical notice-board: "No Beer to be drunk on the Premises Nor on the Public Highway." And then came one of those amusements episodes where you put a penny in the slot and observed the execution of Crippen (it was in the days of that popular murder).

Every Sunday the younger Bert and his father left the vicinity of Mafeking Road and allowed a train or a tram or an omnibus to carry them into foreign lands. There were wonderful excursions, fought all ways with rich romances, and it was with them that the education of the younger Bert grew up. For he would be asking questions and over the elder Bert would be answering and explaining and illustrating out of the store of his experience. For the elder Bert was what he himself termed a "thinking man." "Thinking man," he would say, in response to his son's inquiry, "is for 'lecturing.' That's what them wipers is for. The wipers wipe marmalade from them wipers." "Caww-queently," when the train comes along the wipers mustn't mind the pole as it nudges the wipers round. "See?"

The younger Bert worshipped his father. Compared with his father his mother was nothing. A domestic functionary who prepared curries and shooed unceremoniously. But his father was tremendous; a subtle being with whom Bert by some genetic miracle was on terms of intimate intimacy. Once on Sunday coming when they were returning by train a man jabbed Bert in the eye with his elbow. Bert's father swore at him, the man swore back, and a lively quarrel flamed up to develop. But Bert himself was frightened, terrified, surrounded at the ludicrous bluntness of the man who dared to oppose his father. In the third year of the war Bert's father went overseas to fight. Bert was bereft in the care of the domestic functionary. She devoted to Mafeking Road its general: "Then ain't no doing nothing," he said, "but 'survive' it." He hung on the backs of trams and money-lorries. He played in that ghastly, exciting and extremely perilous game of "last man standing." Also he was one of the pioneers in a revived pastime that has taken the East End of London by storm. His sport is a beautiful simplicity. You construct a ridge of stones and mud (known as a "grave") across the pavement. Then to every passer-by you say, (as Bert used to say): "Remember the gutter, sir." Give a penny for the gutter, lady.

Once Bert got as much as seven pence for his in one night.

Through the long years of war, the clamorous night of air-raiding, and that delirious Monday morning when the air-raid told that the war was over, Bert shared with Mafeking Road its sorrow and joy and finally its proud delirium of joy. And the time came when his mother's indignation was always combined with the threat: "Yer better come home in a bit will ya? I'll tell yer mother."

The father did come home, miraculously without hurt, after two years of fighting. Still "a thinking man," he had thought about things more seriously perhaps than ever before. For example, he had thought about war, and had condemned it for the most part unprintably.

"Of course," he remarked, to such in Mafeking Road as gathered round the gate of the end house, "we're right an' the Germans is wrong. In a general kind o' way, I mean. . . . On'y somehow there don't seem no sort o' sense in not bin 'uppin' for the last five years. . . . Well I mean 'erby is, it didn't never to 'ave took place at all. These other 'ave bin some other way. I'm a thinking man, I am, an' I bin thinkin' erbat at this war business. . . . That League of Nations, frinstance. Seems ter me worth a trial. . . ."

But this is by the by. Chiefly he had been thinking about Bert.

Bert's mother told him of the misadventures of Bert. He smiled.

"Of course," he said, judiciously, "these last few years ain't bin much of a time for the kiddies. Bert, frinstance. 'E ain't known 'erby for wotter do wiv 'imself. That's wot's bin the matter wiv 'im. 'E mind sh'd 'ad room to expand, in a manner o' speakin'."

Consequently, 'e runs a bit wild like. See?"

And at the elementary infant school, Bert's class was asked to write down the name of any great man who had helped to win the war. And Bert, with staggering simplicity, wrote "My daddy."

UNIVERSITY OF HONG-KONG.

LOCAL EXAMINATIONS.

The following additional candidates have been recommended for Distinction, subject to the approval of the Senate:

SENIOR LOCAL BOYS:
John Linton, Diocesan Boys' School, Biblical Knowledge.
SENIOR LOCAL GIRLS:
Yuen Kuen Sun, Belkiss Public School, English and Geography.
Marjorie Kina Garrod, Italian Convent School, English.
Wong Sui Tsun, Belkiss Public School, Needlework.
Maria Augusta Dos Remedios, Italian Convent School, Bookkeeping.

SENIOR LOCAL BOYS:
Ng Sai Tam, St. Stephen's School, Biblical Knowledge.
Emmie Saung, Belkiss Public School, Needlework.
SENIOR LOCAL GIRLS:
Dorothy Rowland, Italian Convent School, Biblical Knowledge.
Tsung Chiu Yee, Italian Convent School, Needlework.

The Chinese Chamber of Commerce Scholarship has been awarded, subject to the approval of the Senate, to Charles F. Gower Jackson, Diocesan Boys' School, on the nomination of William Howard, of the same school, to whom it was previously awarded.

The following candidates have failed in Mathematics, but have been awarded Senior Local Certificates, subject to the approval of the Senate:

Amplio Del Rosario Y. A. Santos, St. Joseph's College.
Anthony Ng, St. Joseph's College.
Francis V. V. Ribeiro, St. Joseph's College.
John Linton, Diocesan Boys' School.
Philip Brooks, Ramsey Taylor, Diocesan Boys' School.
Chan Chan Luen, Diocesan Boys' School.

The following is a supplementary list of candidates who have passed the Junior Local Examination subject to the approval of the Senate:

Li Shu Kk, St. Paul's College.
Ting Tai Yim, St. Paul's College.
Cheung Shiu Fan, St. Paul's College.
Tao See Leung, St. Paul's College.
Richard Lee, Diocesan Boys' School.
Joseph Lau Kuen Wing, St. Joseph's College.
Jai Pongtee Cooper, St. Joseph's College.
Andrew The Tuk On, St. Joseph's College.
Joseph Chan Kwok Leung, St. Joseph's College.
Tung Kue Shun, St. Stephen's College.
Wong Boon Hin, St. Stephen's College.
Yu Chai Tuen, Macao English College.
Tang Yin Ship, Macao English College.

A WOMAN AMMUNITION SMUGGLER.

A Chinese woman walked in a hurry along Spring Garden Lane. She was carrying a wooden box, covered over by a Japanese handkerchief bearing the name of a Japanese restaurant in Queen's Road. A constable met the woman and questioned her as to the contents of the box. There was nothing in it, she said. The constable, however, insisted on searching the box and found 500 rounds of ammunition. The Police believed that the woman was acting as a runner to some smugglers, not Chinese. When asked to point out the man who gave her the parcel, the woman was unable to do so.

Mr. Lindsay, at the Court this morning, fined defendant \$250.

Some day, no doubt, Foch and Haig will obtain a more equitable focus in Bert's mind. . . . But there is a sense in which his answer will always be marvellously right.

A CLAIM FOR WAGES.

A Chinese servant-boy summoned Mr. M. S. Sassoon, Jr. failing to pay him \$11 due as wages.

Mr. D. V. Stevenson, appearing for Mr. Sassoon, stated that his client was willing to pay the boy \$6 which was the proper amount due him. His client had given the man \$5 as the allowance and lent him a further \$5. The man had been employed by Mr. Sassoon for a number of years and was dismissed for repeated insubordination and absence from duty.

Mr. Lindsay made an order to pay the boy \$6.

ARMED ROBBERY ON A CARGO-BOAT.

The master of cargo-boat No. 71007, of 240 picul capacity, reports that while his boat was lying off Miao Bay on Saturday afternoon six men, armed with revolvers and rifles, attacked the junk and stole a quantity of rice valued at \$482.06.

THE ARMED MEN ON MORRISON HILL.

Two of the three armed men arrested on Morrison Hill were sentenced to three months' hard labour each at the Magistracy, this morning. One man was armed with a revolver and the other with a dagger. The man with the dagger said he carried the weapon for protection. The third man was discharged as there was no evidence against him.

THE ARMED ROBBERY IN A RESTAURANT.

A Chinese arrested in connection with the armed robbery in a Chinese restaurant was brought before Magistrate Smith this morning. When he was arrested by the Police he was wearing a suit of clothes which had been stolen from the restaurant and was also flush with cash. The case has been remanded for a week.

TO-DAY'S NEW ADVERTISEMENTS.

PUBLIC AUCTION OF A VALUABLE COLLECTION OF ANTIQUE CHINA & CURIOS.

THE Undersigned has received instructions from Mr. LAH VEN KEE to sell by Public Auction ON

WEDNESDAY & THURSDAY.

the 17th & 18th September, 1919, commencing each day at 2.30 p.m. at his Sales Rooms, Duddell Street

A VALUABLE COLLECTION OF ANTIQUE CHINA & CURIOS from the Sung to Towkwong Dynasties.

Comprising:—
5-coloured, 3-coloured, blue and white vases, plates, bowls, flower pots, incense burners, figures, porcelain plaques, red lacquered vases, famille rose screens, very fine crystal vase and agate ornaments, snuff bottles, jade ornaments, old bronzes etc. etc. etc.

A FEW PIECES OF SOOCHOW REDWOOD WARE.

N.B.—The undersigned will give one week guarantee as to the genuineness of the articles offered. On view from Tuesday, the 16th inst. Catalogue will be issued. Terms: Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

(Continued from Page 1.)

NAVAL UNITS AT HAMBURG.

BERLIN, Sept. 7.
The British cruiser Coventry, the destroyer Summe, and an American cruiser have arrived at Hamburg.

AUSTRIAN TREATY.

PARIS, Sept. 7.
The Austrian treaty will be signed on September 10 at Saint Germain.

SILVER.

LONDON, Sept. 8.
Silver is quoted 60 3/4—58. The market is quiet.

TO-DAY'S ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, ON

FRIDAY,

September 12, 1919, at 10.30 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A QUANTITY OF HOUSEHOLD FURNITURE.

including:—
Nursery Furniture and Perambulators, Removed to Sales Rooms for Convenience of Sale, And Miscellaneous Goods. Terms: Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, September 9, 1919.

TO LET.

OFFICES TO LET.—From 1st December, 2nd floor, No. 34, Queen's Road Central. Apply YEE SANG FAT Co. Telephone No. 1355.

TO-DAYS ADVERTISEMENTS.

G. R.

QUEEN'S COLLEGE HONGKONG.

WINTER Term and School Year commence MONDAY, September 15th.

CANDIDATES for Admission should attend in the COLLEGE HALL on SATURDAY, September 13th, at 9 A.M.

COPIES of Prospectus may be obtained upon Application to THE HEADMASTER. Hongkong, September 8, 1919.

ROYAL HONGKONG GOLF CLUB.

THE CHAMPIONSHIP will be played for on the big COURSE AT FANLING IN OCTOBER.

There will be a competition for a SILVER CUP presented by "A Grateful Temporary Member" early in October. 18 holes under handicap against Bogey, at Fanling. Further particulars later.

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of Humphreys Estate & Finance Company, Limited, will be held at the HONGKONG HOTEL, on the 24th day of September, 1919, at Noon, for the purpose of considering and if thought fit approving the draft new Articles which will be submitted to the meeting. A copy of such Articles and a copy of the existing Articles may be seen at the Office of the General Manager in Alexandra Buildings. In such copy the portions of the proposed new Articles which differ from the Old Articles are indicated by underlining in red ink.

Should the meeting approve of such Articles with or without modification the proposed extraordinary resolution will be proposed.

"That the New Articles already approved by this meeting and for the purpose of identification submitted by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles 'thereto'."

Should the resolution be passed by the required majority it will be submitted for confirmation at a special resolution to a second Extraordinary General Meeting which will be subsequently convened.

Dated the 9th day of September 1919, Hongkong.

By Order of the Board, G. RAPP, Secretary.

Hongkong, September 9, 1919.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY, September 11, 1919,

commencing at 11 a.m., at No. 25 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

(For Account of the Concerned), 200 cases Cassia 18 boxes Gunnies (more or less damaged by sea-water) stored in the above godown

And 512 Bolls Gunny Cloth 2 boxes Gunnies (more or less damaged by sea-water) stored in No. 17 godown

Also at 11.15 at No. 31 Godown 5 cases Window Glass

Terms: Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, September 9, 1919.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"BENBENNE"

From MIDDLEBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where "and/or" from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 23rd inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 9, 1919.

NOTICES.

BY APPOINTMENT TO H. M. THE KING.

LINCOLN & BENNETT'S

CELEBRATED

HAND MADE

HATS

FOR GENTLEMEN.

WE HAVE JUST

RECEIVED THE NEW

SEASON'S STYLES IN

SOFT FELTS

AND TERAIS.



Lane, Crawford & Co. SOLE AGENTS.

NEW COLUMBIA RECORDS.

A 5973 {MY SINE. One step

{THE MAN BEHIND THE HAMMER.

A 6056 {FORGET ME NOT. Waltz

{THE MAGIC OF YOUR EYES.

6044 {I'LL THINK OF YOU. Fox-trot

{THERE'S A SERVICE FLAG FLYING. One step

THE ANDERSON MUSIC COY. LTD.

(THE COLUMBIA SHOP)

18, DES VOEUX ROAD CENTRAL. TEL. 1339.

SHEWAN, TOMES & CO.

MOTOR DEPARTMENT.

DISTRIBUTORS FOR:

COLE, DODGE AND OLDSMOBILE CARS,

FEDERAL TRUCKS-FISK TYRES,

HARLEY-DAVIDSON MOTORCYCLES, ARROW,

BRENNAN, JACOBSEN, MEITZ, RED WING,

ROBERTS & VENN-SEVERIN MARINE ENGINES.

We stock Spare Parts also carry a complete line of Auto-Accessories and Motorboat Fittings.

MOTOR CAR STORAGE

AND

Repair of all descriptions under European supervision.

Repainting a specialty.

INQUIRIES AND INSPECTION INVITED.

Call at our Motor Garage

No. 7 Russell Street OR Phone 659.

CADBURY'S CHOCOLATES

AT LAST.

THE COLONIAL DISPENSARY,

CHEMISTS AND DRUGGISTS.

14 Queen's Road Central. Telephone 1877.

BURGOYNES Pty., Ltd.

SPECIALLY SELECTED

BURGUNDY.

WINE GROWERS TO

H. M. THE KING.

Note the Great Reduction in Price:

Burgundy Reserve per case 1 doz. Quarts duty paid \$20.

1 doz. Pinks " \$21.

SOLE AGENTS.

GANDE, PRICE & CO., LTD.

WINE MERCHANTS,

Tel. No. 155.

4, QUEEN'S ROAD, CENTRAL.

YOU ARE SURE TO BE PLEASED.

COME TO-NIGHT TO THE VICTORIA

AND SEE PEARL WHITE IN HER DARING ESCAPADES IN

"THE LIGHTNING RAIDER"

(EPISODES THREE & FOUR), AND ALSO HEAR THE BAND

PERFORMING THE "KORRA MARU"

SHIPPING

P. & O.-BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND)

STRAITS & BURMA, ORYON, INDIA, PERSIAN GULF,
AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR

MARSEILLES & LONDON.

VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"NAGATA"	11th Sept. at 11 a.m.	15th October	24th October
"KINVA"	11th Sept. at 11 a.m.	15th October	24th October
"KINVA"	11th Sept. at 11 a.m.	15th October	24th October

BOMBAY VIA STRAITS AND COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
"KINVA"	11th Sept. at 11 a.m.	25th October

CALCUTTA VIA STRAITS AND RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
"KINVA"	11th Sept. at 11 a.m.	26th Oct.

SHANGHAI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due Yokohama about
"KINVA"	11th Sept. at 11 a.m.	9th October

Wireless on all steamers.
For Passage Rates, Hand-books, Freight, &c. apply to—
MACKINNON, MACKENZIE & CO.,
21, Des Voeux Road Central, HONGKONG.OCEAN TRANSPORT CO., LTD.
(TAITO KAIJUN KAISHA).

For Freight and Particulars apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

SAILING CO. go down through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE

Sailings from Hongkong.

For Freight & further particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL & S. CO.)Regular Service of Steamers Between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.For JAPAN PORTS.
For JAPAN PORTS.
HOKUTO MARU

For Freight or Passage apply to DODWELL & CO., LTD., Agents.

O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port
Said.

ALASKA MARU—Monday, 16th September.

ALASKA MARU—Friday, 26th September.

YOKO & BOMBAY—Monthly service. Taking cargo or through Bills of
Lading with transshipment at Bombay to Co's steamer.BUENOS AIRES—Bco. de Jato, Santos, Mauritius, Durban and Cape
Town via Singapore.

TACOMA MARU—Friday, 12th September.

BOMBAY & COA MBO—Regular fortnightly service via S'pore.

BURMA MARU—Wednesday, 10th September.

SIAM MARU—Wednesday, 24th September.

SAIGON BANGKOK & SINGAPORE—Regular Monthly Service.

UNNAN MARU—Wednesday, 1st October.

SYDNEY & MELBOURNE—Monthly service calling at AUCKLAND, N. Z.
and ADELAIDE.

LONDON MARU—Beginning of October.

VICTORIA & VANCOUVER—Tacoma via Manila, Kelung, Shanghai,
Nagasaki, Moji, Kobe, Yokohama.

CHICAGO MARU—Tuesday, 30th September.

MANILA MARU—Wednesday, 10th October.

KEELUNG via SWATOW & AMOY—These steamers have excellent ac-
commodation for 1st and 2nd class passengers and will arrive at
and depart from the O. S. K. wharf, near the Harbour Office.TAKAO via SWATOW & AMOY.
SUSHU MARU—Thursday, 11th September, at 2 a.m.

JAPAN PORTS—Moji, Kobe, Yokohama & Yokohama.

Koninklyke Paketvaart Maatschappij.
(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship

"VAN WAERWYCK"

will be despatched on the 26th September to—

SINGAPORE, PENANG and BELAWAN DELI.

This Vessel offers excellent Cabin accommodation for Saloon-passengers.

Wireless Telegraphy.

For Freight and Passage apply to—

JAVA-CHINA-JAPAN LIJN,

Telephone No. 1574.

Agents.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

SHANGHAI & TSINGTAO—Yokohama—Sept. 10, at 4 p.m.
SWATOW & SINGAPORE—CHINA—Sept. 11, at 11 a.m.
SWATOW & BANGKOK—CHANGCHOW—Sept. 11, at 2 p.m.SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent
Saloon accommodation. Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai
(three weekly) and Ningbo (weekly). All cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Telephone No. 28.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).For SAILINGS To SAIL
STRAITS & CALCUTTA—NANSANG—FRIDAY, Sept. 12, at 3 p.m.
MANILA—YUENSANG—FRIDAY, Sept. 12, at 2 p.m.SHANGHAI—WOSANG—SATURDAY, Sept. 13, Daylight.
SHANGHAI via NINGPO—KWONGSANG—SUNDAY, Sept. 14, Daylight.
KOBE—CHAKSANG—WEDNESDAY, Sept. 17, at 5 p.m.MANILA—LOONGSANG—FRIDAY, Sept. 19, at 3 p.m.
CALCUTTA LINE—This line has now been re-organized and affords regular sailings to Calcutta
via Singapore and Penang. Steamers proceed via Straits and Hongkong to Japan,
occasionally calling at Shanghai.SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai,
sometimes calling at Swatow.MANILA LINE—On this line a limited amount of passenger accommodation, and through tickets
are obtained for Northern and Yangtze Ports via Shanghai. Through Billings are
issued to all Northern and Yangtze Ports.HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at
Haiphong, where passengers are landed.BOMBAY LINE—One sailing per month between Hongkong and Rangoon by a steamer having
special accommodation for passengers.TIENTSIN LINE—A regular service is run from March to October between Hongkong and
Tientsin, calling at Shanghai and Canton.Under British Government Passenger Regulations. All European Passengers leaving the Colony
for Straits Settlements, are required to produce on arrival a destination passport with their
Photograph and descriptive details.For Freight or Passage apply to
Tel. No. 215.

THE GENERAL MANAGERS

JARDINE MATHESON & Co., Ltd.

THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"CITY OF SPORAN" About September 25.

"OLEN" About October 14.

"ICONIUM" About October 20.

"SEATTLE SPIRIT" About October 25.

For PORTLAND direct.

"COAKET" About October 6.

"WABAN" About October 11.

"WEST MOUNAM" About November 16.

Through Bills of Lading issued to Overseas Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478.

Fifth Floor, Hotel Mansions.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.
SHANGHAI, INLAND SEA, JAPAN and HONOLULU.FAST AND LUXURIOUS MAIL STEAMERS.
Sailings from Hongkong—Subject to change without notice.

Steamers—Tons—Leave Hongkong—

"KORRA MARU" 10,000—10th September.

"NIPPON MARU" 11,000—25th September.

"TENYO MARU" 12,000—2nd October.

"HIBERIA MARU" 10,000—11th October.

"SHINYO MARU" 12,000—28th October.

"PERIA MARU" 9,000—10th November.

From Yokohama. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, BALBOA, COLON.

CALLED, ARICA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers—Tons—Leave Hongkong—

"ANYO MARU" 15,000—Sept. 10th.

"SEIYO MARU" 14,000—Nov. 14th.

"KIYO MARU" 17,500—Jan. 8th.

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd.
and the Pacific Mail Steamship Co.Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER.

KING'S BUILDING.
Telephone Nos. 2374 and 2375.

BANKER & CO.

WEST RIVER PASSENGER SERVICE.

The M/S "KONG NING" (Captain WILES), will leave the Young
Tat Hing Wharf (Canton Road West) at 5 p.m., on 9th inst. for
WUCHOW via West River Ports.This Vessel has excellent European accommodation for First Class
passengers, and was built expressly for the West River trade, being
fitted with electric light and fans and is complete with every modern
convenience.An excellent table is provided.
Owing to the lack of hotel accommodation in Wuchow passengers taking
the round trip will be allowed to remain on board the vessel without
extra charge.For freight and passage apply to
BANKER & CO.,
1st Floor Hotel Mansions.Messrs. THOMAS COOK & SONS,
Passenger Agents.

SHIPPING

CP
OS

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki, Moji, Kobe & Yokohama)

STEAMERS	FROM	TO
Empress of Asia	HONGKONG	VANCOUVER
Empress of Japan	Oct. 2	Oct. 20
Monteagle	Oct. 15	Nov. 5
Empress of Russia	Oct. 19	Nov. 13
Empress of Asia	Oct. 30	Nov. 17
Empress of Japan	Nov. 27	Dec. 15
Empress of Russia	Dec. 10	Dec. 31
Monteagle	Dec. 25	Jan. 12
Monteagle	Jan. 1	Jan. 25

*Due to Japanese Quarantine Regulations "Empress of
Russia," 1st September will not call at Shanghai.Passage Rates Hongkong to United Kingdom.
Empress of Russia Gold 6,000 Tons Reg. Gold
15,840 Tons Reg. \$491 MONTAGLE Gold
Empress of Asia 8,153 Tons Reg. \$430
15,840 Tons Reg. \$430
Rates subject to change without notice.For particulars regarding passage rates, sailings and other
information, also literature of trips and descriptive
literature, apply to
P. D. SUTHERLAND,
General Agent, Passenger Dept.
Phone 115.

HONGKONG

CANADIAN PACIFIC
OCEAN SERVICES

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
accommodation for First Class Passengers. Electric Light and Fans in Staterooms
and Saloons. Excellent Cuisine.SWATOW, AMOY & FOCHOW
(Occupying 9 to 10 Days)HAITAN (Capt. A. H. Stewart) TUESDAY, 9th September at 1 p.m.
QUINNEBAGG (Capt. Medina) FRIDAY, 12th September at 1 p.m.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For FREIGHT and PASSAGE apply to—
DOUGLAS LAPRAIK & Co.
General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.
"NANKING" (10,000 tons) "NILE" (10,000 tons) "OHINA" (10,000 tons).SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
via SHANGHAI, JAPAN PORTS & HONOLULU."NANKING" "NILE" "OHINA"
November 1st, 1918. October 1st, 1919. September 11th, 1918.AN UNPARCELED HIGH CLASS
PASSENGER SERVICE.
O. E. RITTER, Freight and Passenger Agent.
Prince's Buildings, The Rocks Street. Tel. 1884.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE
TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.PROPOSED SAILING.
From Hongkong: Connecting with
EXCELLENT ACCOMMODATION FOR 1ST and 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS en route, and affording the Quickest Freight
Transport from the ORIENT to SOUTH AFRICA.For dates of departure, Rates of Freight apply to—
THE BANK LINE, LTD.
MANAGING AGENTS."ELLERMAN" LINE.
(Ellerman & Bucknall Steamship Co., Ltd.).JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM & CONTINENT.FOR PARTICULARS OF SAILINGS SHIPPERS ARE
REQUESTED TO APPROACH THE UNDERSIGNED.For SAILINGS
Subject to change without notice.THE BANK LINE, LTD.
General Agents.

Or to REES & Co., Canton.

NEW YORK DIRECT.
JOINT SERVICE OF THE"BLUE FUNNEL" LINE
(OCEAN S.S. CO. LD. & CHINA MUTUAL S.S. CO. LD.)AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO. LD.)SAILINGS FROM HONGKONG.
"TEENAI" via Panama 10th September.

"BAYVIEW" via Panama 11th October.

"CITY OF NEWCASTLE" via Bues 11th November.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For full details and particulars apply to—
BUTTERFIELD & SWIRE
HONGKONG & CANTONIRONY OF PEACE PARADE
IN DUBLIN.VICEROY TAKES THE SALUTE
IN COLLEGE GREEN.

The belated journalist passing through College Green on July 19, as the ivory light of moon and dawn made visionary the colonnades and balustrades of Grattan's old Parliament House, caught glimpses of steel-helmeted guards peering from the roof, through the widened gaps of the pillars where the machine-guns are planted. In those moments of anxiety that trouble the peace which victory has brought to Ireland, a bayonet on the shoulder of a young conscript, seated on the stands within the College railings, cheek by jowl with the meditative effigy of Edmund Burke, suggested a turning back of old Time and the triumph of the philosophy of steel-hatted Ironside over that missionary of Colonial liberty. The decorations and preparations for Victory Day in Dublin were being carefully guarded during the vigil.

This note of official preparedness for all eventualities of the day was a symbol of the anxiety felt by many sections of the public lest the parade might not pass without unbecoming incident. The decision of Lord French's advisers that the salute should be taken on the steps of the old House in College Green, and that the Viceroy should surround himself with the political chiefs of the present Executive was challenging. Upon the decision being announced the Nationalist Veterans' Association, which the remnants of the 30,000 National Volunteers that formed the Irish divisions have formed, returned their invitation to participate in the pageant. The Discharged Soldiers' and Sailors' Federation followed suit. A disagreeable incident on Friday afternoon, when French of Ypres was booed by a crowd of demobilised men on leaving the rooms of the Comrades of the Great War, intensified the feeling of anxiety. Fortunately none of the forebodings has been fulfilled. All the proceedings of the pageant in the forenoon went through with gratifying smoothness.

The procession proper was wisely confined to the two or three furlongs of street that stretches from Christ Church Cathedral to the College gates. The banks and insurance offices, the College, and the big mercantile houses were gay with bunting, and the bare flagstaff over the City Hall was scarcely noticed, while the baldness of the indifferent side streets escaped observation; and if the first fireless rapture of Armistice Day had evaporated during the performances staged in Paris, there are enough admirers of the old diplomacy and the policies left, even in Dublin, to fill Dame Street and College Green. Lord French had a cordial reception on his arrival at 11.30, though the cheers died down when the black-coated, top-hatted figure of Mr. Ian Macpherson appeared beside the Field Marshal on the dais. The child passed, however, as the 3,000 disembodied representatives of the old Irish regiments and the new led off the procession. Irish regiments, it is true, are no longer regarded as proper items in the Army of Occupation in Ireland. Now the units are scattered up and down through England, and only a tiny detachment in khaki form the depot of the "Dubs" and the pipes of the Irish Guards were present to remind us that the colours of the men of Sedd-ul-Bahr, Grenichy, the Messines Ridge, Wyncheste, Festubert, and the rest are still being borne in the files of the Empire, but these tall figures in civilian garb, carrying the Mons ribbon, are the Guards of Ypres, and the Blue Caps of the Gallipoli Peninsula are symbolic figures. Upon them and upon the slender representation of the old 18th, the Munsters, the Comanaghts, the Leinsters, and the Inniskillings, what is left of the former enthusiasm of the Irish capital in the war spends itself.

The bayonets, the guns, the armoured cars, and the tanks of the Army of Occupation pass in comparative silence, saluting the Lord Lieutenant as he stands, guarded, within the railings of the former Irish Senate. The cheers fade away, and the massed bands of the English regiments continue to make undisturbed music. An hour and a quarter suffices for the ceremonial, and then the motor-cars of the detectives and the motor-cycles appear, and Lord French, carefully guarded, takes his leave by a circular route, along which there are no saluting crowds to greet him on his way homeward. Nothing untoward happened until late into the night, the gloom of which on the Dublin hills no bonfires break. Young Sinn Féin appears here and there, and around the ruins of the Post Office, gathered with the tricolour, to sing the "Soldiers' Song," while near the Custom House and Liberty Hall, the cultivators of James Connolly's memory meet to chant the "Red Flag." The crack of the policeman's baton disturbs the harmony, and the batons write the postscript to Victory Day in Dublin.

